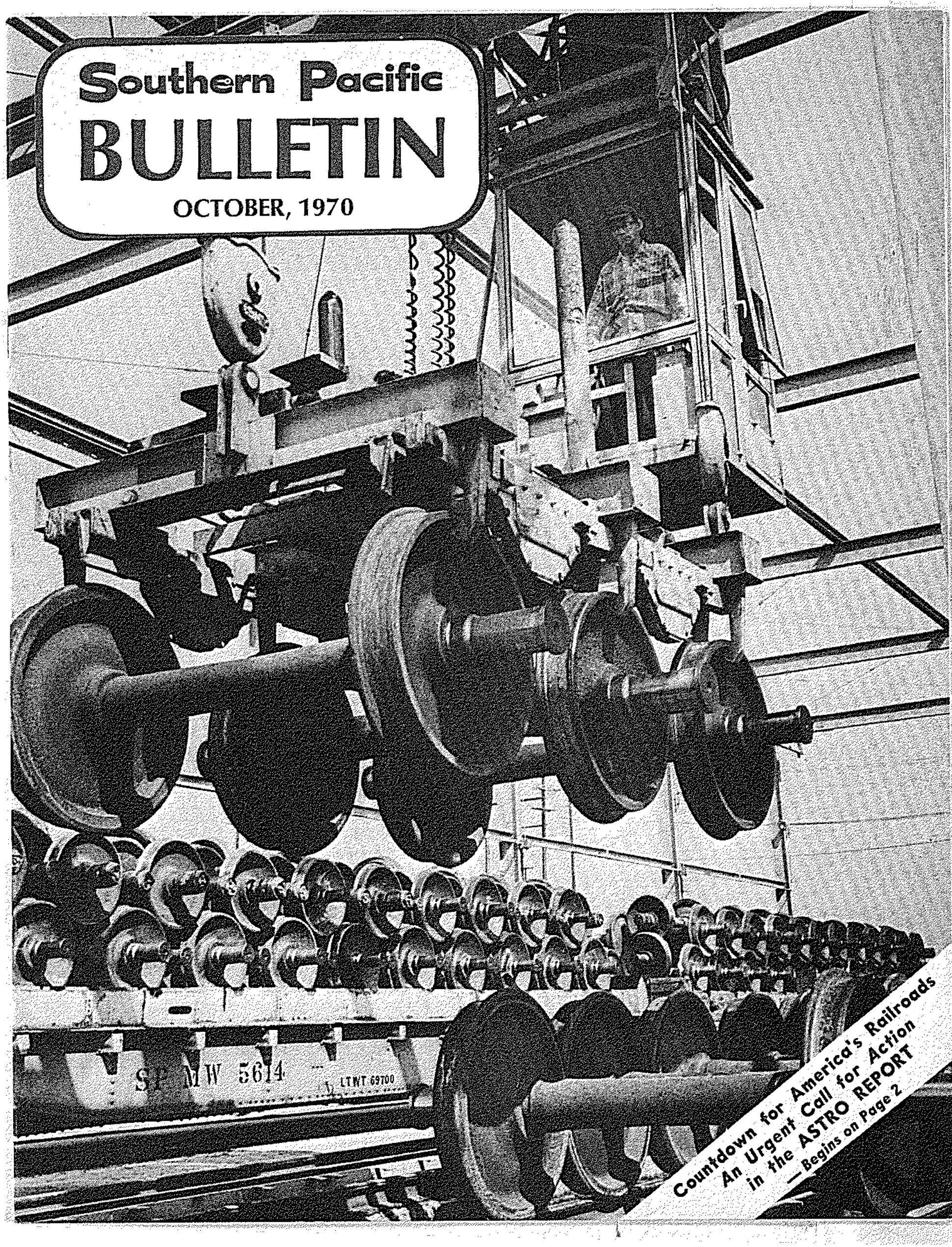
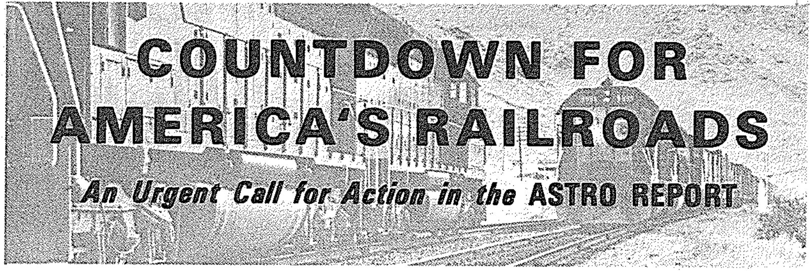
Southern Pacific
BULLETIN
OCTOBER, 1970



Countdown for America's Railroads
An Urgent Call for Action
in the ASTRO REPORT
—Begins on Page 2

COUNTDOWN FOR AMERICA'S RAILROADS

An Urgent Call for Action in the ASTRO REPORT



THE NATION'S railroads have proposed a comprehensive program of creative federal involvement to meet the crisis in the rail industry.

The program, which calls for a national policy that treats all forms of transportation equally, was developed by America's Sound Transportation Review Organization (ASTRO). This body was established in the fall of 1969 by the Association of American Railroads to make an exhaustive study of present problems and future transportation needs.

ASTRO's recommendations were unanimously adopted by the AAR's board of directors, including President B. F. Biaggini, and agreed to in principle by labor leaders.

They were announced recently in Washington by George A. Smathers, ASTRO general counsel and former U. S. Senator from Florida, and Thomas Goodfellow, AAR president.

Here is a summary of the ASTRO program:

The Need for Railroads

America's transportation system must be ready to meet the needs of a growing nation. All modes of transportation — railroads, trucks, barges, airlines and pipelines — will be called upon to perform at top efficiency.

This is certainly true of railroads. Essential today, they will be even more important tomorrow.

The railroads are already the nation's biggest hauler of freight, carrying 41 percent of intercity traffic. By 1980, they will handle, at the very least, one-third more traffic than now — moving over one trillion ton-miles a year.

In a society beset with traffic congestion, air pollution and a scarcity of available land, a viable rail system is a national mandate.

Labor Endorses ASTRO

A team of top railroad labor officials, members of the railroad industry's Labor-Management Conference, has endorsed the ASTRO recommendations.

Head of the team, George E. Leighty, who is also chairman of the Cooperating Railway Labor Organization, said, "We're glad to be able to lend our support to the ASTRO recommendations, which we feel represent a giant stride toward solving many of the problems of mutual concern to both labor and management."

Labor members of the Conference, in addition to Leighty, are: Charles Luna, president of the United Transportation Union; C. L. Dennis, international president, Brotherhood of Railway, Airline and Steamship Clerks; Harold C. Crotty, president, Brotherhood of Maintenance of Way Employes; and James Yost, president of the Railway Employes Department, AFL-CIO.

The Status of U.S. Railroads

Ironically, the railroads have reached a low point, even as the need for them grows. They are rapidly losing the ability to build for the future.

Earnings are the cornerstone. If a business cannot earn money after paying its current expenses, it has no resources to invest in future growth, to repay debts, or to attract new money.

In the case of railroads, every known standard for testing the health of an industry points to a chronic and spreading illness.

In the past fifteen years, earnings have dropped 50 percent.

Because of low earnings, railroads compare dismally with their competitors and with industry in general. On a comparable standard, a depositor can earn twice as much in an ordinary savings bank as railroads do on their vast fixed investment.

Were it not for their non-transportation income, railroads would be in even worse condition. In 1969, one-third of America's railroads lost money even after adding in all sources of income.

A poor earnings record has forced improvement programs to fall far behind recognized needs. New rail and tie programs have been sharply cut. Freight car shortages continue to mean lost business. And poor service forces shippers to more expensive means of transport.

This problem cannot be written off as a localized one, affecting only some railroads or certain areas. Railroads are highly interdependent, with more than half the traffic moving over two or more roads. Because rails operate as an integrated national system, the soundness of each major railroad is of concern throughout the country.

The Needs of the Industry

The public interest requires that tomorrow's railroads be thoroughly modernized — not only to expand capacity but to improve performance. But high quality service and impoverished railroads are not natural companions.

Between 1970 and 1980, more than $36 billion must be spent on plant and equipment. This greatly exceeds the entire net investment in the railroad industry today.

Almost half the targeted amount — $18.6 billion — should go for new and rebuilt freight cars. A beefed-up locomotive program will cost another $5.9 billion. Rail and tie replacements and other roadway needs will require another $11.9 billion.

The annual cash needed for these programs will go from $2.4 billion in 1970 to $4.5 billion in 1980. The average in the past three years has been less than $2 billion. And these projected figures do not take into account the effect of any possible further inflation.

Recommendations

These essential programs are clearly beyond reach of today's railroads in the present environment.

At the same time, the public should not have to endure the social and economic costs of a failing rail industry. If railroads cannot meet the demands of the future, the clear alternative is more slabs of concrete covering more land removed from the tax rolls, more crowded highways, greater congestion in the cities, higher consumer costs and greater air pollution.

Because of the alternatives, assistance to the railroads is the best and cheapest transportation investment government can make.

The clear choice is not whether there will be a rail network, but what kind. The Federal government can nationalize the industry or allow it to operate privately. Either way, money will be needed to buy equipment and improve the plant.

Nationalization is the most expensive possible step. Some estimates go as high as $60 billion just to transfer ownership, without even touching the capital needs of the industry.

Nationalization, with all its costs and uncertainties, is unnecessary. A bold, but less drastic, program of creative Federal involvement can insure railroad viability.

The report contains over 30 specific recommendations for a concerted action program. They are directed at four major objectives.

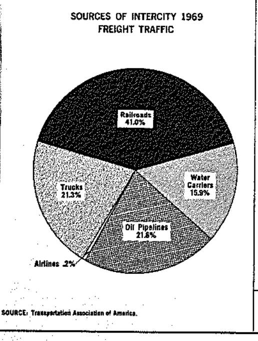
A. Government must balance its treatment of transportation

Railroads are the only mode of general transportation that must provide for both equipment and right-of-way from private sources. They bear the entire cost of building and maintaining the roadway.

Their competitors operate on much more favored terms. Federal and state governments have poured over $340 billion into other forms of transportation. Trucks, buses, airlines and barges all operate on rights-of-way provided by government. Although some user charges are assessed, in no case do they cover the total cost of the facility.

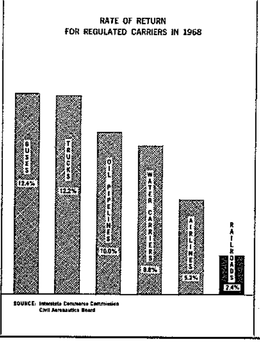
Despite their importance, railroads cannot survive

SOURCES OF INTERCITY 1969 FREIGHT TRAFFIC



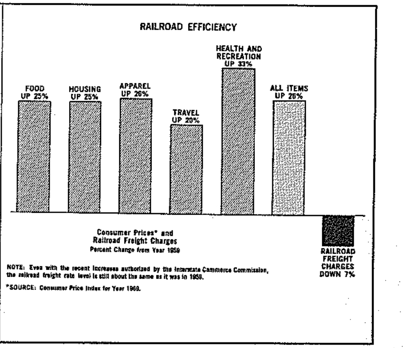
SOURCE: Transportation Association of America.

RATE OF RETURN FOR REGULATED CARRIERS IN 1968



SOURCE: Interstate Commerce Commission
Civil Aeronautics Board

RAILROAD EFFICIENCY



NOTE: Even with the recent increases authorized by the Interstate Commerce Commission, the railroad freight rate level is still about the same as it was in 1958.

*SOURCE: Consumer Price Index for Year 1969.

THE ASTRO REPORT

against such government favoritism.

1. Rail transportation facilities must be exempt from local property taxation. Because state and local governments have depended upon these taxes, the Federal government should reimburse the states for the revenue lost. This is consistent with the tax-sharing concept.

As to other types of state taxes. Congress must, without delay, end the historic pattern of tax discrimination against railroads.

2. Over 5,000 people are killed or injured each year at crossings between highways and railroads. There is already available $530 million a year in Federal funds to eliminate these safety hazards, but present law does not require those sums to be spent. The Congress should direct that these monies be used. The program should not be restricted as it is now, to so-called "Federal-aid" highways.

3. Present highway trust funds should be merged into a general surface transportation fund to which railroads would also contribute.

The Federal government should be allowed to allocate monies from the fund in recognition of public need. Reduction of air pollution and highway congestion and better land use in cities should be included in defining public need.

Those railroads which desire to improve their rights-of-way, over and above past levels, could draw up to $400 million annually from the fund.

Why We Support ASTRO

The position of strong and healthy railroads like Southern Pacific appears to contrast sharply with the serious plight of the railroad industry as a whole, as outlined in the ASTRO report.

Why, then, should our Company and other profitable lines be concerned over the problems of the less fortunate railroads?

The answer is simple. No railroad stands alone. All railroads are ultimately affected by what happens to some of them. The profitable lines feel the same pressure from the inflationary forces that have bankrupted several railroads recently.

Even more important, ASTRO's recommendations, if implemented, offer prospects for real growth, not just survival, for the entire industry. And strong, growing railroads are what the nation must have to meet the enormous demands for transportation service coming in the years ahead.

4. The Federal government should also guarantee loans, up to $400 million annually, for those railroads seeking to improve their facilities.

5. Rapid tax amortization should be allowed to encourage investment in new technology. And the rail industry's investment in "fixed plant" — grading and tunneling — should be depreciable for tax purposes.

6. Railroads should qualify for Federal assistance after natural disasters, just as the highways which parallel them.

7. While railroads are rebuilding for the future, the nation must be assured of an adequate level of equipment to overcome present deficiencies and keep pace with increasing demands. This requires four programs:

(a) Railroad loans for new equipment should be guaranteed by the Federal government.

(b) The Federal government should help inject 50,000 new freight cars a year into the fleet. It should loan railroads the 20 per cent down payment to buy locomotives and types of freight cars which are in short supply. The government advance would be repaid at 4 per cent interest. The government should also reimburse railroads for interest rates over 4 per cent on the remaining 80 percent borrowed from private sources.

(c) As a long-range measure, the Congress should charter a non-profit corporation charged with supplying a "free-running" fleet of general purpose freight cars for use nation-wide. This fleet would be directed at reducing year-round shortages, but could also help to meet peak seasonal demands.

(d) To spur new equipment purchases, the investment tax credit — the most effective tax incentive — should be restored.

8. Research and development efforts should also be balanced among the transportation modes; currently, less than 4 per cent of Federal transportation research is spent on railroads. In cooperation with the railroad industry, the Federal government should develop a ten-year research program with a target of $100 million annually.

B. Regulation should be equal; initiative encouraged

Railroads are competitors in the real market place, but are treated as a 19th Century monopoly in the eyes of the law. This results in taxing the consumer with high-cost and inefficient transportation.

1. A new agency should be created to regulate all modes with equality. The promotion of specific modes should be divorced from the regulatory function.

2. The new agency should encourage freedom of pricing as well as experimentation. If lower rates are called for to attract new business or to retain present traffic, railroads should be allowed to drop them to any level which results in improved earnings. If higher rates are required to meet higher operating costs, they should be allowed automatically, up to a maximum of 6 per cent annually.

3. The burden of overlapping state rate regulation should be removed.

4. Except for certain movements of farm products, all commercial transportation rates should be publicly disclosed and price structures brought into the open.

5. The new regulatory agency should be permitted to experiment with free rates on selected commodities to see whether the national interest would be better served with less regulation.

6. The regulatory pace must be stepped up so that day-to-day decisions can be made without awaiting years of uncertainty.

7. Present "hands-off" policies against railroads combining with other modes should be modified. Transportation companies should be intermodal because transportation is intermodal and because shippers will receive better and cheaper service. The new regulatory agency could oversee the creation of multi-modal transportation companies on an experimental basis with the power to impose safeguards against possible abuse.

8. Railroads should be given more freedom in pruning branch lines which fail to cover costs.

9. Sound railroad mergers should be decided expeditiously.

C. Fairness and realism should govern rail passenger service

The rail mode can be a valuable instrument in present and future transportation planning, alleviating automobile, and, in certain cases, airway congestion.

1. Rail commuter operations in major cities must be continued and improved. Government funds should be available for planning efforts as well as for acquiring new equipment and upgrading fixed plant. State and regional commissions must develop concrete programs for placing essential, but unprofitable, commuter service under public sponsorship.

"By 1980, railroads will handle, at the very least, one-third more traffic than now — moving over one trillion ton-miles a year."

"The railroads have reached a low point, even as the need for them grows. They are rapidly losing the ability to build for the future."

"Assistance to the railroads is the best and cheapest transportation investment government can make."

2. The market for high-speed, medium-distance rail service between Washington-New York and other possible "corridors" should be more extensively explored. The Federal government should finance basic market and technological research, including the cost of preserving service pending the conclusion of further research.

3. In long-distance service, the airways and highways have clear inherent advantages. The operation of long-haul passenger trains under continuing heavy losses has been the single largest drain imposed by government on the rail industry. Properly funded and soundly managed, a Federally chartered rail corporation can become the overdue vehicle to rationalize the intercity rail passenger structure while relieving carriers of their losses.

D. Railroad management and labor must cooperate

1. Railroad managers must make a thorough self-assessment of the industry's major shortcomings. In particular, railroads must improve their record for working together on internal problems, using arbitration machinery, wherever possible, to iron out intra-industry disputes.

2. Railroads have not shown a uniform dedication to quality service and customer needs. They must improve their marketing research, concentrate on better techniques for profit analysis, and recruit more aggressively in colleges and business schools.

3. The railroad problem will not be resolved without complete labor-management teamwork. Railroad labor, therefore, must approach the bargaining table with statesmanship in dealing with the need to achieve better use of manpower and to realize the benefits which can result from advances in technology. ■

F. E. RUSSELL

W. O. BROWN

F. E. Russell Retires; Brown Named Chief Mechanical Officer—System

Frank E. Russell retired September 30 as chief mechanical officer-system, San Francisco, after more than 42 years with Southern Pacific.

Named to succeed him is William O. Brown, assistant chief mechanical officer - maintenance at San Francisco since 1968.

Russell, as head of the Mechanical Department, was responsible for keeping Southern Pacific's fleet of 2,300 diesels and over 90,000 freight cars rolling smoothly.

A graduate of the University of California at Berkeley, Russell has been with the Company since 1928 when he joined as an apprentice at Sacramento General Shops. After advancing steadily at Roseville, Oakland, Crescent Lake, Eugene, El Paso and Los Angeles, he was named superintendent of motive power at Sacramento in 1946. Prior to his transfer to San Francisco in 1960 as assistant general superintendent-engineering, he was for five years head of the Mechanical Department at Houston.

During and after World War II, he served in Army "railroad battalions" that reconstructed the war-torn railroads of Iran and the Phillipines. He was director and general manager of railroads in the Phillipines during that time.

Brown, a graduate of Rice University, joined Southern Pacific in 1937 as a draftsman at Sacramento General Shops.

After working at various positions at Sacramento, Roseville, Dunsmuir and Portland, he was appointed Mechanical Department superintendent at Sacramento in 1958, remaining in that position until his transfer to San Francisco two years ago.

Tri-Weekly Service For Sunset Trains

The *Sunset* passenger trains between New Orleans and Los Angeles began operating on a three-times-a-week schedule on October 1.

At the same time, sleeping car, dining and lounge car service was restored to the trains.

Permission for the change was granted by the Interstate Commerce Commission, subject to later evaluation by the I.C.C.

Westbound trains now leave New Orleans on Monday, Wednesday and Friday. Eastbound trains leave Los Angeles on Tuesday, Friday and Sunday.

Pointing out that long-distance passenger trains are used primarily for pleasure rather than business travel these days, Robert M. Jochner, general manager of passenger traffic, said, "We're confident that most of the people who use these trains can readily adjust their travel plans to three-times-a-week service."

He noted that the Company's experience with the *City of San Francisco* and the *Cascade*, now on three-times-a-week schedules, indicates that 75 per cent of the daily train customers are retained, with the result that there are more passengers on each train.

"Because of this fact," he added, "we were able to restore the sleeping, dining and lounge cars removed from the *Sunset* several years ago after daily patronage became too light to sustain the extra services."

In addition to dining service, the *Sunsets* will continue to offer low-cost, 24-hour, hot-and-cold food service from vending machines in Automatic Buffet Cars.

The less frequent trains with better load factors are expected to help Southern Pacific reduce its $3 million annual loss in operating the *Sunsets*, Jochner said.

Discussions are currently underway with the Southern Railway and the Penn Central for the coast-to-coast operation of the *Sunset's* sleeping car from Los Angeles to New York via New Orleans.

COVER

Sanderson Maphet, crane engineer at Southern Pacific's Sacramento, Calif., wheel shop, gets set to place three pairs of wheels on shop's "push-button" conveyor system. The shop, one of the most advanced of its kind in the railroad industry, reconditions wheel assemblies for the Pacific Lines. Last year, it processed more than 18,000 pairs of wheels.

New Training Tool:

Car Speeds Checked by Radar

PORTABLE radar units — one on each division — are now being used in Southern Pacific's continuing campaign for careful car handling.

Each unit can accurately measure the speed of a car as it rolls toward a coupling with another car.

"We're not using the units to evaluate anyone's performance," explains D. C. Dudley, manager of Damage Prevention and Loading Service, "but rather to help our employes check their own judgment as to coupling speeds."

He points out that Southern Pacific employes are well aware of the need to couple cars at speeds not in excess of four miles per hour.

"An experienced man can judge how fast to release a car, so that it will make a gentle coupling, taking into account how far it must roll, whether it is loaded or empty, the rollability of the track and other factors," Dudley says. "The radar units help new men increase their skills, and give experienced men a chance to see how well they are doing."

The radar units also help division forces discover yard tracks, retarders and other facilities that may need maintenance work.

Each division will be equipped with two of the units in the near future, according to present plans.

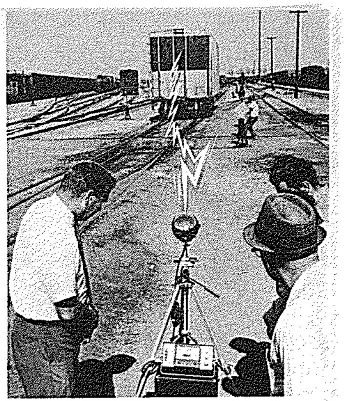
Freight loss and damage claims cost the nation's railroads the staggering sum of $210 million last year.

Southern Pacific's own claim bill came to about $17.5 million—the largest payout in the Company's history.

"Our record is better than that of most other railroads carrying the same general type and volume of traffic," Dudley explains, "but that's no consolation when you consider the amount of money that went down the drain and the even more costly loss of customer good will."

He points out that Southern Pacific is fighting freight loss and damage on many fronts.

"We have the finest equipment and facilities of any railroad in the nation," he says, "and we go all out to help shippers with loading and packaging problems. But approximately one-third of the total claim bill is still chargeable to over-speed couplings. This is why the skill and cooperation of our people who handle cars is so important. It's up to them to keep our customers coming back."



Trainmaster W. E. Corbett, left, and employes at San Jose, Calif., watch speed dial of radar unit as it tracks car rolling toward a coupling. Beam from headlight device, illustrated by zig-zag line, bounces off car back to unit, enabling it to give continuous and accurate speed readings.

Aid Victims of Traffic Accident

A group of Mechanical Department employes based at Fresno recently won high praise from the California Highway Patrol for helping the victims of a serious traffic accident.

The men were on their way back to Fresno after a day's work when they saw a pickup truck with its cab engulfed in flames. Nearby a Volkswagen was lying on its side.

They stopped immediately and ran toward the accident with CO_2 fire extinguishers. After putting out the fire, they pulled an adult and two small children out of the cab. Three other children, who had been riding in the back of the pickup, were lying injured in a ditch about 15 feet away from the truck. The driver of the Volkswagen was still inside it, but he was beyond assistance.

Some of the men stationed themselves along the highway with flares to warn oncoming cars and direct traffic. Others obtained bandages from a nearby farmhouse and proceeded to render first aid to the injured. Even after the arrival of the Highway Patrol, they remained on the scene until all of the injured had been taken care of and the wrecked vehicles had been moved off the highway.

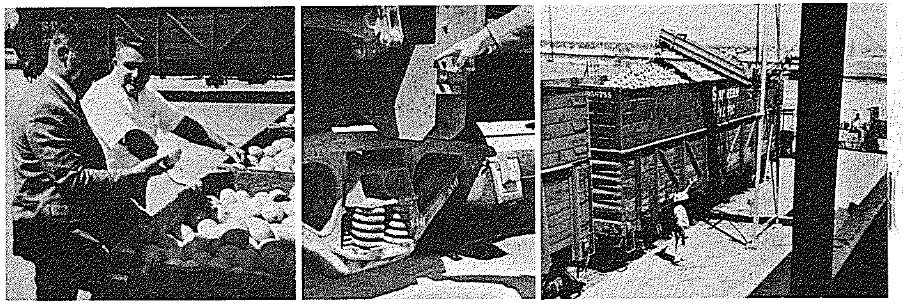
The men, who have also been commended by Southern Pacific for their action, are General Foreman M. J. Eschler, Car Foreman W. D. Darby and Freight Carmen B. Adame, R. L. Camini, L. E. Cline, S. G. Martinez and W. M. Swafford.

LAST CHANCE

Single copies of the *Modern Railroads* article on Southern Pacific are still available to *Bulletin* readers, as long as present supplies last. For your free copy, write (no phone requests, please) to Reprint Dept., Southern Pacific *Bulletin*, Room 975, One Market St., San Francisco 94105.

Specialized Service to Shippers

Long known to traffic managers as a "shipper oriented" company, Southern Pacific goes all out — as the case histories on these pages show — to solve transportation problems for its customers.



LEFT: TF&PA Gene Hardyman, left, talks over movement of oranges in bulk with P. W. "Pat" Sheehan, sales manager for CWR, Yuma, Ariz., shipper for Sunkist. CENTER: Baffle plates like these guide oranges onto conveyor belts leading into Sunkist's Ontario, Calif., juicing plant. RIGHT: Incentive loads of oranges are poured into high-sided gondolas at Yuma.

Oranges in Bulk

▪ Oranges must travel in cartons. Everyone knows that.

Everyone, that is, except certain citrus shippers in Yuma and their Southern Pacific helpers. During the February-May season this year they sent out well over 300 carloads of oranges in bulk.

Most Arizona oranges still go to eastern markets in the traditional cartons, of course. Southern Pacific has participated heavily in this traffic for many years.

In the relatively new bulk movement, incentive loads — up to 125,000 pounds of the golden fruit in each high-sided gondola car — roll west on our main line the 200 miles from Yuma to Colton, Calif. From there they go to a Sunkist juicing plant at nearby Ontario.

At the plant the drop-bottom cars pour the oranges onto conveyor belts. And this used to be a problem. The unloading was like opening a bag of marbles over a dining room table — the oranges would bounce in every direction.

Our car designers soon came up with a solution, though. They attached a series of baffle plates on both sides of the assigned cars, so that the falling oranges would be guided along the belt lines.

Since then the business has grown spectacularly. According to F. E. "Gene" Whitcher, Southern Pacific traffic manager at Phoenix, this year's volume more than doubled last year's.

Further growth seems certain. "Sunkist would like to see these bulk movements in other areas," P. W. "Pat" Sheehan, sales manager for CWR, Yuma shipper for Sunkist, recently told TF&PA Gene Hardyman "The incentive rates save us important money."

Expert Help

▪ Kaiser Aluminum's industrial foil and container plant in Los Angeles produces more than one million food-service containers daily. To keep pace with the increasing demand for containers, this plant must receive several hundred thousand pounds of aluminum rolls each month from another Kaiser plant, located 20 miles west of San Jose.

One of our experts recently helped find simple solutions to some knotty problems connected with the handling of this traffic.

Kaiser had been stacking the giant aluminum rolls two to a pallet — for a total weight of about 4,000 pounds — on wooden pallets that did not consistently support the heavy load.

E. W. Vickery, traffic manager of Kaiser's Los Angeles plant, reported extensive damage to the aluminum when the pallets collapsed. He said the wooden supports were not always adequate because they would sometimes split in half when a forklift attempted to unload the rolls.

F. G. Reed, assistant superintendent of freight car planning and research for Southern Pacific, not only found a way to solve the damage problem, but also helped the firm save money on shipping costs. In doing so, he worked closely with Kaiser Foil and Container Division Production Manager R. L. Cheek and Manager of Traffic Services and Packaging M. O. Richter.

Kaiser already had some specially-designed steel racks which could hold the aluminum rolls safely and securely during transit and unloading. But because of the size of these racks, the firm thought it would have to use two cars in regular service to handle the traffic.

Reed showed representatives of the firm how to secure and stow the racks three tiers high in a 50-foot Hydra-Cushion D/F car, loading it to capacity, so that one car could — in effect — do the work of two.

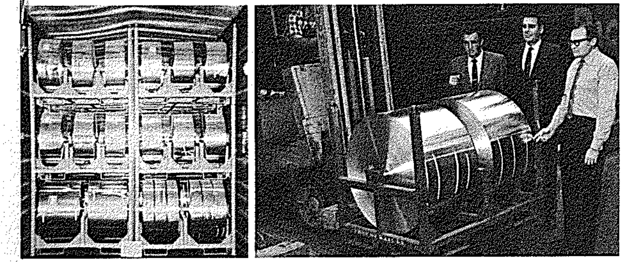
One of these cars has now been assigned to Kaiser for the 400-mile run, and the steel racks have been made a permanent part of its equipment. The car operates on a three-trips-per-month schedule.

The new loading method, combined with the steel racks and the load protection features of the car itself, have virtually eliminated damage to the aluminum, and the time needed to load and unload the rolls has been greatly reduced.

Stephen Chase, manager of Kaiser's Los Angeles plant, says his company is so pleased with the new loading and shipping method that it is currently preparing an analysis of it for use by Kaiser plants in other areas.

Chase and Vickery told City Freight and Passenger Agent W. M. High that they were particularly impressed by Southern Pacific's "professional" problem-solving efforts and its expertise in such highly technical areas as weight distribution and space allocation.

LEFT: Southern Pacific showed Kaiser how to stow racks three tiers high in 50-foot Hydra-Cushion D/F car — making one car do the work of two. RIGHT: CF&PA W. M. High, center, checks damage-free condition of rolls as they are unloaded with E. W. Vickery, left, traffic manager, and Stephen Chase, right, manager of Kaiser Aluminum's Los Angeles plant.



Keeping the Sweetener Flowing

▪ "Southern Pacific is a transportation system that ferrets out the problems that confront its customers and gets them solved," says Pat Burke, district traffic manager for American Sugar Company, which operates the largest sugar refinery in the South at Chalmette, La., near New Orleans.

American Sugar uses its own fleet of specially-lined tank cars to ship liquid sugar via Southern Pacific from the refinery to its distribution center at Great Southwest, Texas, located midway between Dallas and Fort Worth.

From there, the firm dispatches the liquid sugar in tank trucks to points in Texas and Oklahoma not served by rail or equipped with facilities to handle tank car lots.

Last year, American Sugar shipped more than 150 cars of the product over our lines. The firm started making liquid sugar — about one-third of which is water —in 1954 and has been marketing it on a steadily increasing scale ever since to meet the needs of bottlers, canners, dairies and other food producers.

Pat Burke, right, district traffic manager for American Sugar, finds it easy to work out any transportation problems that come up with representatives of Southern Pacific. Here he chats with New Orleans CF&PA P. N. Planchet, Jr.

Southern Pacific played a key role in the development of this traffic by establishing incentive rates on the movement of liquid sugar to Great Southwest in 1964.

Prior to that, the firm was using 8000-gallon-capacity tank cars. Today, it uses equipment with twice that capacity, and Burke sees possibilities for future equipment with even greater load capacities.

Keeping the tank cars moving on precise schedules is vitally important to American Sugar, not only because it must get maximum use out of its expensive

(Continued on page 10)

Specialized Service to Shippers

equipment, but because its customers depend on "pin point" deliveries.

One of Southern Pacific's computer programs, through which we furnish the firm with daily reports on the location of each car in its fleet, is "tremendously valuable" in helping American Sugar meet the needs of its customers, according to Burke.

So is the day-to-day service provided by Southern Pacific people.

"If we have a transportation or car service problem of any kind, we get in touch with I. A. Wells (GF&PA at New Orleans), and he and members of the railroad's Traffic or Operating Departments step in promptly to take care of it," Burke states. "We really appreciate that kind of service."

Larry Evans, left, office manager for Monier Raymond Concrete Tile Co. of Corona, Calif., gets suggestions on loading and packaging methods from TF&PA Paul Jacobsmeyer, center, and John Hoffman, asst. supervisor, Damage Prevention and Loading Services, Los Angeles.

No More Damage

■ Larry Evans, office manager for Monier Raymond Concrete Tile Co. in Corona, Calif., knew his company's product was fragile. But when 30 per cent of the firm's concrete roof tile shipped by rail was reported damaged, he could not be convinced that the reason was inherent in the product itself.

"The company had been trucking the tile to eastern cities until I suggested that shipping by rail would be faster and more economical," Evans said. "I was a little embarrassed after that first shipment."

The young office manager called Southern Pacific hoping that a different railroad would substantiate his earlier theory. Only a few days after his initial contact with the Colton office, Evans met with Traveling Freight and Passenger Agent Paul Jacobsmeyer and John Hoffman, assistant supervisor, Damage Prevention and Loading Services, Los Angeles.

"They offered service — real service," Evans said. "They took the time to suggest better ways of packaging the tile to reduce the breakage factor."

Our damage prevention experts determined that Hydra-Cushion cars would be required to move the product safely. And they showed Monier Raymond representatives the best way of loading the packaged tile into these cars for damage-free results.

Since Southern Pacific took over the account, more than 25 carloads of Monray tile have been shipped successfully to warehouses in various cities

Although the closest Southern Pacific loading dock to Monier Raymond's Corona facility is 14 miles away in Riverside, Evans said his firm would continue to ship via our railroad.

"After all," he said, "The tile is finally arriving on time and undamaged."

We're Commended

For its outstanding support of the Citizens Investment in Youth program of the 1970 Summer Job Fair, Southern Pacific has been awarded a Certificate of Commendation by the City of Houston.

In presenting the certificate to T&L Lines General Manager D. R. Kirk, Houston Mayor Louie Welch thanked Southern Pacific for its "generous support on this and other important civic projects."

As its name implies, the program was organized to help find summer jobs for disadvantaged young people in the Houston area.

Houston Mayor Louie Welch, left, presents 1970 Summer Job Fair "Certificate of Appreciation" awarded to Southern Pacific to T&L Lines General Manager D. R. Kirk.

Champion Jumper

Wanda Barfield, 16, daughter of Brakeman and Mrs. C. G. Barfield of San Antonio, Texas, was chosen from among thousands of young equestriennes over the nation to represent the U.S. in the international junior jumping competition at Toronto, Canada, in early September, sponsored by the American Horse Show Assn.

P. V. GARIN

W. R. O'NEILL

Garin, O'Neill Get Research Posts

Two key appointments in a new group which will coordinate all major technical research and development efforts throughout the Company have been announced by W. M. Jaekle, vice president-engineering and research.

Paul V. Garin has been appointed assistant vice president-research; and William R. O'Neill has been named administrative assistant. Both appointments became effective October 1.

The new group will serve as a clearing house, Jaekle explained, providing centralized direction for technical research activities now going on in a number of Southern Pacific departments. It will also create inter-departmental research teams to deal with specific projects, he said.

Garin, who has a degree in electrical engineering from the University of California, joined Southern Pacific at San Francisco in 1935. He has held various positions in the Mechanical Department, including lubrication engineer, engineer of tests, manager of research and development, and manager of mechanical engineering and research. Since 1963, he has been assistant chief mechanical officer-engineering.

His research in the field of locomotive and car design includes pioneer work on the development of the Hydra-Cushion car. In 1960, Garin was a member of the U.S. Railroad Delegation to the U.S.S.R. That same year, he received the first award at the Pan American Railway Congress at Rio De Janeiro for his paper on "Radioactive Tracers." He received the Chanourdie Medal and Astarsa Award from the Congress in 1968 as co-author with O'Neill and Research Engineer Gordon Adams of "The Future of Railroad Electrification in the U.S."

O'Neill graduated from the University of San Francisco with a degree in economics and is currently a candidate for an M.B.A. degree there.

He joined Southern Pacific's Accounting Department in San Francisco in 1936, transferring to the Mechanical Department a year later. Since 1966, he has been assistant to chief mechanical officer-system.

During World War II, O'Neill served overseas as a captain in the 716th Railway Operating Battalion and subsequently in Military Government in Germany.

New President

Larry Skaff has been appointed president of Los Angeles Union Terminal, Inc., and president and general manager of Union Terminal Warehouse, both Southern Pacific subsidiaries.

A graduate of the University of Minnesota, Skaff has also attended Golden Gate College of Law and the Stanford University Management Program.

He joined Southern Pacific at San Francisco in 1950 and served as assistant supervisor and supervisor of specialized operations there before being named manager of field data control, System Management Services, in 1967.

He has been vice president of LAUT and vice president and general manager of UTW since August 1 of this year.

Book on The Daylights

Just off the press is the first in a series of comprehensive volumes on famous Southern Pacific name trains of the past and present by Richard K. Wright.

Southern Pacific Daylight Train 98-99 (Wright Enterprises, Thousand Oaks, Calif. 91360, $30) contains both an interesting history of the train for the general reader and complete data for the model builder, including detailed plans of each car in its consist, information on painting and lettering, and specifications covering just about every item of its equipment.

This handsome volume contains more than 650 pages and over 1,000 illustrations, including 150 diagrams, maps, charts and line drawings.

The author, who also manufactures a line of quality model railroad equipment, comments about the *Daylight*, "No other name train in the history of railroading has ever equaled her passenger carrying records, conveniences, design and, of course, her beauty."

Robson Moves Up

R. M. Robson, supervisor of transportation at San Francisco since 1965, has been named asst. superintendent of transportation.

R. M. ROBSON

Robson joined Southern Pacific in 1951 as a train dispatcher at Eugene, Ore., and subsequently served in this capacity on several divisions before his transfer to San Francisco in 1965.

Other recent Transportation Department promotions include the appointment of G. E. Atkinson, J. B. Coble, A. Hutcheson, E. E. Manofsky, F. J. Siems and A. E. Simpson as supervisors of transportation, all at San Francisco.

54-Year Career

Miss Ruth Ellis walked through the doors of Southern Pacific's offices at Portland, Ore., one day in 1916 and decided to stay.

RUTH ELLIS

A few weeks ago, after 54 years with our Company — 16 of them as chief telephone operator at Portland — she was ready to start a new career. Or maybe it was just wanderlust.

Finally lured away from the Oregon Division PBX board at Portland, she was the guest of honor at retirement parties attended by scores of friends and Company officers.

She is much too young to be good at reminiscing. But there are many memories of storms and other difficult times when railroaders out on line needed good communications to help get messages through. They always got the help they needed from Ruth Ellis and staff.

Miss Ellis, when not supervising the PBX board, has been in recent years a mountain climber (Oregon's 11,225-foot Mount Hood) and an enthusiastic international traveler.

Her plans for the future?

"You can be sure I'm not going to be sitting in a rocking chair!" she smiles. "I never have."

Fellow members of the Whittier College Class of 1934 are Ray L. Jordan, left, chief clerk, AAR Bureau, Mechanical Dept., San Francisco, and President Richard M. Nixon, shown with Mrs. Nixon and Mrs. Jordan, right. The class held its 36th reunion in Washington in July. Festivities included a tour of the White House and tea with the Nixons. Whittier is located near Los Angeles.

Mussano Retires

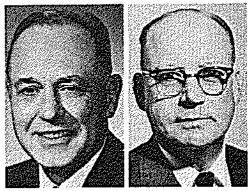
Louis J. Mussano, supervisor of car service in the Transportation Department at San Francisco, has retired after a 43-year Southern Pacific career.

L. J. MUSSANO

He had 37 years of experience in Passenger Traffic, before joining the Transportation Department's Passenger Car Service Bureau in 1964.

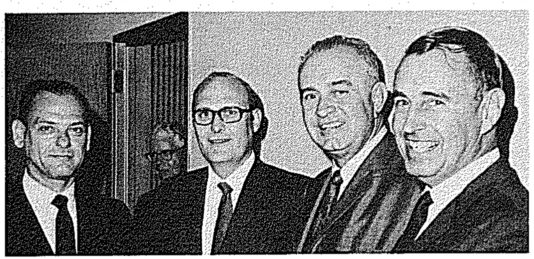
An outstanding golfer, Mussano competed in many meets, including the California State Amateur Tournament. He is planning to play a lot more of his favorite game in the future.

Kenneth E. Gwinn, left, terminal superintendent at Eugene, Ore., since 1951, has retired after a 34-year Southern Pacific career. Succeeding him is Robert R. McClanahan, right, terminal superintendent for the Cotton Belt at East St. Louis.



B. W. Bishop, left, assistant superintendent at Portland, Ore., has been named asst. to general manager at Houston. R. E. Dipprey, who has held various T&L Lines Operating Dept. positions, has been appointed asst. superintendent with headquarters there.

N. B. Eddlestone, right, asst. superintendent at Stockton, Calif., since 1953, has retired after 45 years of railroad service. Succeeding him is J. O. Martin, left, trainmaster at Bakersfield since May, 1969.



After serving respectively as chairman of the advisory board and president of the board of directors of the 1970 San Francisco Bay Area Science Fair, President B. F. Biaggini, 2nd from right, and Vice President-Engineering and Research W. M. Jaekle, right, received Awards of Appreciation from the organization. Succeeding them are, from the left, Vice President Robert E. Hauser and President Leslie C. Peacock of the Crocker Citizens Bank. The Fair is sponsored by industry to encourage young people to point their careers toward science and engineering.

Appointments

MECHANICAL DEPARTMENT: **E. A. Howden,** to master mechanic, Oregon Division, Eugene; **F. W. Gehrer,** to master mechanic, Tucson Division, El Paso; **J. C. Rubens,** to master mechanic, Sacramento Division, Roseville; **R. M. Smith,** to assistant master mechanic, Roseville; **C. R. Myers,** to assistant master mechanic, Ogden; **T. S. Lockwood,** to assistant master mechanic, West Oakland.

NATURAL RESOURCES: **L. A. Costick,** to assistant to manager, San Francisco.

OPERATING DEPARTMENT: **B. W. Bishop,** to assistant to general manager; **R. E. Dipprey,** to assistant superintendent, both at Houston; **C. T. Babers,** to assistant superintendent, Portland; **W. F. Reed,** to assistant superintendent, Los Angeles; **J. A. Gee,** to road foreman of engines, Palmdale; **K. L. Miller, Jr.,** to trainmaster, Tucson; **R. I. Melbo,** to assistant trainmaster, City of Industry; **M. D. Ongerth,** to assistant trainmaster, Coos Bay, **J. E. Koch,** to assistant trainmaster, Los Angeles; **J. C. Houck,** to assistant trainmaster, Mojave; **G. R. Fetty,** to acting assistant trainmaster, Niles.

V. K. Wise, to manager, and **R. L. Eustachy,** to assistant manager, Operating Budget, Office of Vice President-Engineering and Research, San Francisco.

PACIFIC MOTOR TRUCKING COMPANY: **W. J. Schilling,** to assistant to vice president-sales, San Francisco; **R. E. Cain,** to district manager, Phoenix; **R. L. Stokes,** to district manager, Portland; **J. P. Jones,** to district sales manager, Los Angeles; **D. E. Williams,** to terminal manager, Tucson; **D. R. McKnight,** to terminal manager, Portland; **T. Wright, Jr.,** to assistant manager, freight loss and damage prevention, San Francisco.

SOUTHERN PACIFIC TRANSPORT COMPANY: **D. Humphrey,** to assistant general manager, Dallas.

TRAFFIC DEPARTMENT: **William A. Deis** and **Robert V. Johnston,** both to traveling freight and passenger agents, Klamath Falls.

Crowned "Queen Isabella" to reign over San Francisco's 35th Annual Columbus Day Festival in October was pretty Pamela Anconetani, 17, daughter of Senior Systems Analyst and Mrs. Angelo J. Anconetani. Pamela, a high school senior, won a three-week, expense-paid trip to Italy. Her father will accompany her on this jaunt next June.

Retirements

HOUSTON DIVISION AND SHOPS: **Paul G. Lesher,** sheetmetal worker; **G. R. Mullins,** conductor; **Willie T. Smith,** stevedore; **Curtis L. Zachary,** freight car welder; **Lucius H. Bruner,** electrician; **Pearl Byrd,** engine wiper; **Louis A. Fernandez,** machinist; **Stephen J. Girourd,** yard foreman; **Tommie Harris,** gang leader; **Vincent J. Lobue,** auto industry clerk; **Wilburn M. Randal,** car order clerk; **F. J. Whitfield,** maintenance of way laborer.

LAFAYETTE DIVISION: **C. F. Dixon,** maintenance of way foreman; **Alphonse E. Duhon,** IBM line desk clerk; **Robert Jaques,** bridge tender; **Johnny LeBlanc,** bridge tender; **Alton G. Beadle,** carpenter; **Gilbert T. Bonner,** sergeant.

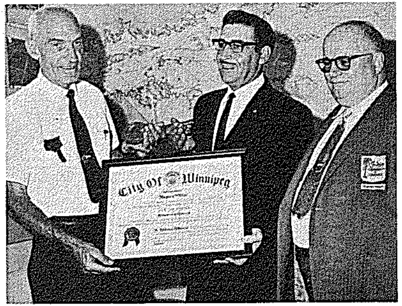
LOS ANGELES DIVISION AND SHOPS: **Johnnie F. Brown,** bulldozer operator; **James D. Courtney,** switchman; **Frank A. Lewis,** ticket clerk; **J. Ann Macon,** steno-clerk; **J. V. McClenathan,** chief train crew dispatcher; **Floyd C. Nafziger,** lead carpenter; **Frank Thomas,** maintenance of way laborer; **Cipriano Alvarado,** laborer; **James F. Anderson,** switchman; **Ralph E. Berkshire,** freight carman; **Sam Bonando,** extra gang laborer; **Florencio M. Castillo,** lift truck operator; **Jesus Castillo,** maintenance of way laborer; **Ralph Centini,** freight carman; **Filiberto Corona,** maintenance of way laborer; **Ramon Delgado,** electrician helper; **Alfonso L. Detwiler,** machinist; **Frank R. Edmonson,** assistant signal supervisor; **Earl S. Embrey,** brakeman; **Floyd A. Gillbank,** brakeman; **Frank X. Girard,** conductor; **Willis I. Griffin,** locomotive engineer; **Gordon Hall,** brakeman; **Omar D. Holt,** locomotive engineer; **J. L. Hudson,** lift truck operator; **John L. Ireton,** machinist; **Manuel R. Jiminez,** sheetmetal worker; **Charles F. Kemp,** car inspector; **Julian Martinez,** laborer; **Raymond F. May,** locomotive engineer; **Robert H. McLaughlin,** agent; **Francisco C. Meza,** maintenance of way laborer; **Florence M. Moss,** control clerk; **Joaquin E. Najera,** machinist; **Juan R. Ortiz,** laborer; **Leonard L. Parkening,** electrician; **Warren T. Payne,** locomotive engineer; **Rafael F. Pinedo,** lamp tender; **Paul A. Rule,** switchman; **Anthony P. Scaccia,** clerk; **M. F. Siders,** locomotive engineer; **M. F. Summers, Jr.,** brakeman; **Ray R. Swanson,** car clerk; **John W. Tate,** agent; **Julian Vega,** sheetmetal worker.

OREGON DIVISION: **H. T. Arbogast,** switchman; **Harry M. Coleman,** switchman; **A. L. Devonshire,** freight clerk; **Carl L. Dolynook,** maintenance of way foreman; **Don E. Firth,** clerk; **Walter S. Garner,** trucker; **Harvey L. Gillson,** freight carman; **Ezekiel N. Hilton,** maintenance of way laborer; **C. E. McIntyre,** telegrapher-clerk; **J. William Myers,** bridge and building carpenter; **Chris Norgard,** freight carman; **John W. Simon,** carpenter; **M. K. Vandevert,** locomotive engineer; **William H. Conrad,** maintenance of way laborer; **R. L. Cooper,** car inspector; **Harold C. Hamilton,** maintenance of way laborer; **Howard F. Herbranson,** lead car inspector; **Ira B. Miller,** switchman; **Kenneth D. Matthews,** assistant head timekeeper; **David Suggs,** maintenance of way laborer; **Ralph H. Troutman,** freight carman; **Bernard K. True,** yardmaster.

SACRAMENTO DIVISION AND SHOPS: **Herman W. Andrade,** freight carman; **John Boroja,** sheetmetal worker foreman; **Mildred M. Brown,** diesel clerk; **W. L. Christian,** freight carman; **Irvin R. Coon,** motor car repairman; **Agee B. Davis,** switchman; **Alpha G. Dobson,** clerk; **Joseph R. Drouin,** carpenter; **Ramon Garcia,** maintenance of way foreman; **Brulio Granado,** painter helper; **Miguel Gutierrez,** pipefitter; **M. Z. Harris,** freight carman; **Francisco Hernandez,** carman; **Montelle D. Howard,** locomotive engineer; **George Lunetta,** machinist; **Ethel M. Overstreet,** janitress; **Boyd B. Powell,** motor car mechanic; **Claiborne W. Reed,** freight carman; **Sam Rizzuto,** boilermaker; **James S. Rowett,** foreman; **Arthur T. Saenz,** passenger carman; **Edward M. Slavich,** blacksmith; **Lloyd Sora,** blacksmith; **N. R. Stanton,** telegrapher clerk; **Loyal C. Swisher,** signal maintainer; **Richard N. Waldron,** motor car mechanic; **Alden J. Garcia,** carman helper; **William A. Germany,** millman; **Raymond C. McDonald,** cashier; **Lazo Mileusnic,** freight carman; **Miguel Parra, Sr.,** laborer; **Earl A. Ridge,** pipefitter; **James A. Ross,** brakeman; **Frank A. Wallery,** switchman.

SAN ANTONIO DIVISION: **John B. Dickinson,** claims inspector; **Joseph R. Martin,** yardmaster; **Elpidio Morales,** maintenance of way laborer; **Tom Neeley,** maintenance of way laborer; **James L. Shipman,** switchman; **Manuel Valdez,** caboose supplyman; **Francis L. Williamson,** roundhouse foreman; **William C. Ashby,** stevedore; **Fred E. Brecher,** locomotive engineer; **William C. Happner,** maintenance of way foreman; **Searline Keesee,** maintenance of way laborer; **Andrew P. Mitchell, Sr.,** laborer; **John A. Nimtz,** maintenance of way laborer; **Willie P. Nothdurft,** sheetmetal worker; **Alliene R. Reetz,** claim utility clerk; **Benito G. Saucedo,** maintenance of way laborer; **Dillard M. Smith,** head station porter; **Lee Templin,** locomotive engineer; **Noie P. Rich-**

Getting set to "hit the silk" with fellow members of the California Parachute Club is San Joaquin Division Brakeman Jerry Bluthmann, left. Jerry, whose parents J. L. and Virginia Bluthmann are both crew dispatchers at Tracy, took up sky diving as a hobby while serving as a sergeant in the Marine Corps. He has logged over 260 jumps and is an instructor jump master.



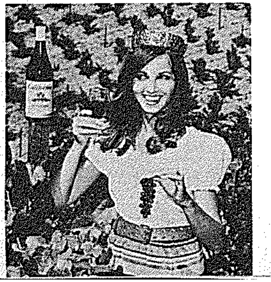
Locomotive Engineer J. A. DeCoster of Indio, Calif., proudly shows certificate making him an honorary citizen of Winnipeg, Canada, to Indio Mayor Joseph Patterson, left, and Chamber of Commerce Manager Bob Allen, right. DeCoster, now a U. S. citizen, served as a Canadian Navy commando during World War II.

ard, engine foreman.

SAN JOAQUIN DIVISION: **Joseph L. Adams,** locomotive engineer; **Richard D. Hayden,** sheet-metal worker; **Edward C. Metcalf,** agent-telegrapher; **J. B. Baker,** switchman; **Fay Baptista,** foreman; **William R. Edmondson,** carpenter helper; **Glenn H. Elgin,** yard clerk; **Suen E. Liljedahl,** maintenance of way foreman; **Walter V. Phillips,** agent-telegrapher; **Faustino R. Pineda,** maintenance of way laborer; **Leroy C. Robbins,** laborer; **Gonzalo Tavarez,** maintenance of way laborer; **Robert C. Vinson,** conductor.

TUCSON DIVISION: **William A. Brooks,** signalman; **Lloyd H. Chappel,** crane operator; **James W. Conyers,** maintenance of way foreman; **Louis M. Edson,** conductor; **Jose A. Frausto,** maintenance of way laborer; **Gordon B. Galloway,** conductor; **Leon Garcia,** maintenance of way laborer; **George J. Hendricks,** maintenance of way laborer; **Ralph H. Justice,** clerk; **James A. Peters,** switchman; **Manus C. Reeder,** locomotive engineer; **Henry P. Salgado,** electrician; **Joseph Wagner,** roundhouse foreman; **Manuel D. Benavidez,** laborer; **Marvin E. Brisbin,** switchman; **William L. Brown,** locomotive engineer; **Francisco S. Coriz,** maintenance of way laborer; **Booker T. Crew,** chair car porter; **William E. Curtis,** brakeman; **Stanley W. Hoskings,** carpenter; **Sam W. Hunt,** conductor; **Jose M. Manzo,** welder's helper; **Russell H. Redwine,** brakeman; **Ray E. Turner,** locomotive engineer; **Herbert Upole,** locomotive engineer; **Norma J. Siebeck,** steno-clerk.

National Wine Queen Anita Hannemann poses with products of California Vineyards to remind us of National Wine Festival Month in October. As in former years, we are helping to promote the annual event by placing literature aboard diners and in ticket offices. California vintners, who make 3 out of every 4 bottles of wine served in the U.S., rely on our fast, dependable service.



WESTERN DIVISION: **John J. Arberry,** switchman; **C. E. Barnum,** switchman; **Lawrence Caravaca,** car inspector; **Chester B. Chamberlin,** locomotive engineer; **Michael Church,** car inspector; **L. E. Crain,** locomotive engineer; **Ben T. Crowley,** switchman; **Alice B. Evans,** secretary to master mechanic; **Helen C. Evans,** first ticket clerk; **Henry M. Handy,** janitor; **Walter R. Hardy,** auto mechanic; **Harold R. Healy,** assistant chief yard clerk; **Daniel E. Hinterman,** locomotive engineer; **Carrel E. Johansen,** maintenance of way foreman; **Wyle O. Long,** traveling carpenter; **Leo F. McCready,** freight carman; **Michel Molay,** inbound-outbound clerk; **Leo C. Pattalochi,** locomotive engineer; **John C. Ritter,** conductor; **Richard H. Sharp,** switchman; **Thomas J. Whitley,** switchman; **Willie Williams,** porter; **Frazier C. Beale,** machinist; **Harold E. Borkowski,** train clerk; **Harvey Boyd,** locomotive engineer; **Harry A. Dailey, Sr.,** locomotive engineer; **Howard L. Frazier,** locomotive engineer; **Nora M. Gould,** engine wiper; **Robert E. Hughes,** electrician; **Pascual Martinez,** laborer; **Leonard R. Lane,** passenger carman; **Walter G. Paul,** time card clerk; **Johnnie N. Perry,** maintenance of way laborer; **Earl Z. Robbins,** car inspector; **Francis C. Rowan,** chief clerk; **Enrique Sida,** maintenance of way laborer; **Harold S. Soper,** locomotive engineer; **Marie E. Thompson,** clerk; **Theodore J. Valley,** switchman; **Jose Velez,** mechanic; **George Wallace,** car inspector; **Clifton F. Williams,** mechanic; **Hal J. Wyland,** laborer.

OTHERS: **Fanny C. Bailey,** bill collectible clerk; Disbursements, San Francisco; **Jeanne C. Bunsen,** head clerk, Freight Claims Department, San Francisco; **Juan J. De La Pena,** lead machine hand, West Oakland Mill; **Jonah Dildy,** stores helper, Purchases and Materials, San Francisco; **E. V. Egan,** car record clerk, Mechanical Department, San Francisco; **David J. Fouke,** news service helper, Dining Car Department, Oakland; **Ellen W. Hoggan,** traffic service clerk, Traffic Department, San Francisco; **John Kurl,** lift truck operator, Purchases and Materials, Oakland; **Mitchell Labetich,** maintenance of way foreman, System Maintenance of Way Shop, West Oakland; **Lewis O. McBride,** statistical clerk, Assistant General Auditor's Office, San Francisco; **Clarence W. McDaniel,** shipping and receiving clerk, Purchases and Materials, Sacramento; **Bernard E. Morgan,** loader, Purchases and Materials, Sacramento; **William T. Murray,** maintenance programmer, Data Processing, San Francisco; **Ernest A. Ochsner,** section stockman, Purchases and Materials, Sacramento; **Albert F. Smith,** head record storage clerk, Equipment and Miscellaneous Accounting, San Francisco; **Alton M. Whitehead,** wire chief, Communications Department, San Antonio; **Joseph E. Cartan,** commissary storekeeper, Dining Car Department, Oakland; **Forest C. Cary,** assistant head clerk, Accounting Department, Houston; **Leslie Chappell,** head clerk, Zone Accounting, San Francisco; **Ivan A. Chellander,** photographer, Purchases and Materials, San Francisco; **Glen P. Cole,** foreman, Purchases and Materials, San Francisco; **Jose De LaRosa,** lift truck operator, Purchases and Materials, Sacramento; **Dollie M. DeWeese,** diversion clerk, Traffic Department, San Francisco; **Viola C. Gallagher,** cashier-clerk; Zone Accounting, San Francisco; **Joseph A. Guillot, Jr.,** equipment installer, Communications Department, Houston; **Bettie M. Jackson,** accountant, Valuation Department, Houston; **David C. Lee,** traffic service clerk, Traffic Department, Los Angeles; **Bertha G. Mowat,** Association of American Railroads checker, Mechanical Department, San Francisco; **Joseph A. Murray,** clerk, Freight Claims Department, San Francisco; **George C. Muster,** ticket seller, Traffic Department, Los Angeles; **Donald H. Thurston,** Association of American Railroads clerk, Mechanical Department, San Francisco; **J. C. Whatley,** baggageman and mail handler, LAUPT; **J. B. Bartlett,** claims inspector, San Diego & Arizona Eastern Ry.

Moving UP

The following employes have been appointed to supervisory positions in the Operating Department.

To yardmaster: **R. M. Brewbaker, B. G. Swindle, R. L. Brown, D. W. Hawkins, S. J. Plummer, W. J. Houston** and **N. A. Pope,** all of Los Angeles Division; **F. R. Tune, J. D. Bradford,** and **R. E. Stonley,** all of Western Division.

To conductor: **L. J. Seeger, J. R. Benich, M. P. Kadluboski, S. V. Mesi, M. D. Robinson, G. Rubottom, R. R. Torres** and **F. G. DeWald,** all of Western Division.

NORTHWESTERN PACIFIC: **Clyde C. Bowman,** car inspector; **Charles Mahony,** coach cleaner; **Joseph H. Pope,** car inspector.

Deaths

HOUSTON DIVISION AND SHOPS: Pensioners: **Will J. Williams,** carman helper; **Edward Hamilton,** engineer; **Paul L. Robichaux,** engineer; **James H. Gibson,** section foreman; **John H. Reid,** carman; **Alix F. Rees,** store room laborer.

LAFAYETTE DIVISION: Pensioners: **Drew P. Green,** section foreman; **Edgar E. Brashear,** bridge and building foreman; **Alfred A. Decker,** engineer.

LOS ANGELES DIVISION AND SHOPS: **P. H. Cugnet,** conductor; **W. Davis,** machinist; **L. A. Leland,** train clerk; **J. A. May,** water service mechanic; **F. Northcutt,** fireman; **A. M. Yates,** clerk. Pensioners: **Ruth A. Angona,** station clerk; **Clarrence E. Jackson,** stevedore; **Olin W. Auld,** crew line foreman; **Lloyd R. Collins,** conductor; **Jaye P. Williams,** locomotive engineer; **John A. Giles,** passenger carman; **Enrique Hernandez,** section laborer; **Cruz R. Fuentes,** track laborer; **Harry Long,** switchman; **William Gay,** janitor; **Huston E. Hood,** train dispatcher; **John F. Andrews,** waiter; **Frank L. Kinley,** boilermaker; **Chris C. Fenimore,** assistant to purchasing agent; **Thomas J. Walsh,** machinist; **Monta Bailey,** machinist helper; **John A. Cotter,** hostler; **Anthony Cunningham,** clerk-warehouseman; **Thomas P. Finnerty,** conductor; **Harold A. Foskett,** car clerk; **Oscar Rice,** towerman.

OREGON DIVISION: **M. Navarro,** machine operator. Pensioners: **Thomas C. Bates,** signal maintainer; **Ramon Rubalcaba,** section laborer; **Harry D. Thornton,** roundhouse foreman; **Charles R. Chapman,** machinist; **Harold H. Baltzell,** locomotive engineer; **Lawrence L. Chambers,** assistant engineer; **Lawrence A. Kiesel,** locomotive engineer; **Ord Crow,** yardman; **Boyd M. Wright,** brakeman.

SACRAMENTO DIVISION AND SHOPS: **V. H. Coenen,** locomotive engineer; **T. Del Carlo,** extra gang foreman; **M. A. Hmel,** telegrapher-clerk; **A. L. Jaggers,** carman welder; **I. Martinez,** machinist; **J. W. Minola,, Jr.,** locomotive engineer; **T. Newcomb,** machinist; **C. A. Russell,** conductor; **J. P. Sabin,** engineer. Pensioners: **Bartolo Zanotti,** blacksmith; **Oren G. Bitner,** machinist helper; **Mylo W. Hurto** locomotive engineer; **Charles L. Wilkinson,** boilermaker; **Leslie J. Warner,** signal maintainer; **John D. Buswell,** telegrapher-clerk; **William O. Weber,** mail handler; **Clarence A. Russell,** conductor; **Manuel R. Santos,** blacksmith; **Edward L. Kelley,** conductor; **Domenick Decaria,** boilermaker; **Eric E. Gersumky,** engine crew dispatcher; **John L. Scholefield,** blacksmith helper; **Pete Vlasich,** machinist helper; **Carey N. Cutler,** agent-telegrapher; **Edward Bosler,** brakeman; **Albert A. Dickinson,** motor car mechanic; **Wallace J. Sheehan,** automotive attendant.

SAN ANTONIO DIVISION: Pensioners: **Ned W. Chism,** agent-telegrapher; **Alejo V. Garcia,** extra gang laborer; **Oscar M. Brown,** clerk; **Jose C. Perez,** assistant foreman; **George A. Keller,** section laborer; **Claude B. Adams,** agent-telegrapher; **Samuel R. Curry,** conductor.

SAN JOAQUIN DIVISION: **P. P. McGrath,** general yardmaster; **J. D. Rohatsch,** maintenance of way clerk; **P. D. Spraggins,** clerk. Pensioners: **Cyril H. Warren,** signal maintainer; **Warren D. Pattison,** signal supervisor; **Thomas B. Sawyer,** agent-telegrapher; **Jose A. Ybarra,** section laborer.

TUCSON DIVISION: **T. E. Anderson,** assistant engineer; **C. C. Pilley,** engineer. Pensioners: **Claude O. Wingrove,** locomotive engineer; **Antonio Paz,** maintenance of way foreman; **Edwin G. Koleer,** tie remover operator; **Richard B. Lindner,** switchman; **Martin L. Stull,** machinist; **Claude B. Fondy,** brakeman; **Franklin A. Wheeler,** locomotive engineer; **Benjamin L. Brown,** telegrapher; **Lawrence B. Powers,** brakeman; **Walter L. Moss,** signal maintainer; **Grover C. Dial,** conductor; **Jesus O. Billy,** boilermaker helper.

WESTERN DIVISION: **W. W. Harris,** mail and baggage handler; **J. H. Himes,** general foreman; **P. Riccomini,** carman; **R. L. Ulibarri,** clerk; Pensioners: **Louis C. Magistretti,** carload checker; **Leonard M. Ward,** hostler; **Pauline B. Mestrich,** car cleaner; **George Trew,** clerk; **Edward T. Miller,** assistant baggage agent; **Wilfred L. Guerin,** switchman; **Patrick F. Meenan,** clerk; **George J. Drivas,** coach cleaner; **Russell Lancaster,** boilermaker; **James C. Ellis,** chair car porter; **Lewis L. Indig,** car inspector; **Paul M. Stronsnider,** conductor; **Mary F. Williford,** coach cleaner; **William J. McFarland,** locomotive engineer; **Donald H. McIntyre,** brakeman; **Charles E. Pettit,** yardmaster; **Carl L. Johnson,** machinist; **Dominick Tantarelli,** car repairer; **Albert C. Page,** locomotive engineer; **Carl E. Anderson,** signalman; **Otto Williams,** car inspector; **Frank A. Dickinson,** signalman; **Joseph A. Curtis,** boilermaker; **Daniel Hurley,** bridge and building carpenter; **William R. Keye,** machinist helper.

OTHERS: **L. F. Bardoff,** equipment design engineer, Mechanical Department, San Francisco; **J. H. Hawes,** engineer, Mechanical Department, San Francisco; **D. H. Wertman,** shipping foreman, Purchases and Materials Department. Sacramento. Pensioners: **Howard D. Burrows,** purchasing order clerk, San Francisco; **John J. Burns,** chief engineer, Harkness Community Hospital and Medical Center, San Francisco; **Howard C. Wright,** draftsman, Engineering Department, San Francisco; **August J. Rutherford,** ticket agent, Oakland; **Percy Richardson,** waiter, Dining Car Department, Oakland; **Walter E. Nightingale,** machinist, System Shops, Oakland; **Joseph L. Smale,** cashier, Treasury Department, Pacific Electric Railway Co.; **Adolph F. Mayer,** laborer, Purchases and Materials Department, Phoenix; **John A. Meeker,** maintenance of way supervisor, Portland Traction Co.; **Antonio G. Ferreira,** lift truck operator, Petaluma and Santa Rosa Railroad Co.

Retiring at San Francisco after a 47-year Southern Pacific career recently was Walter G. Shepherd, asst. auditor of Revenue Accounts, San Francisco.

G. D. James, district road foreman of engines, has retired at Houston after 43 years of Southern Pacific Service

A 45-year career with Pacific Fruit Express Co. came to a close recently with the retirement of Mrs. Elizabeth Mowrey, head clerk for PFE at Houston.

T. E. Milheim, auto industry clerk at Houston, has retired after 55 years of service — one of the longest Southern Pacific careers on record.

Completing half a century with Southern Pacific recently was K. D. Mathews, who retired as asst. head timekeeper in the superintendent's office at Portland.

Southern Pacific *Bulletin* Editor: Robert G. Ottman Vol. 54, No. 7

Picture Editor: William M. Robertson, Editorial Representatives: SAN FRANCISCO AREA: **Traffic,** Mrs. Edith L. Johnson/**Accounting,** Mrs. Dina Martin/**Communications,** Charles Griggs/**Mechanical,** Dorothy Nicholas/**Safety,** E. L. Carroll/**PMT,** Mrs. Ree Klinkhammer/**NWP,** D. C. Kilborn/SHOPS: **Los Angeles,** Victor Schiro/**Sacramento,** Jack G. Palmero/DIVISIONS: **Los Angeles,** Nancy Reid (Traffic)/**Oregon,** P. R. Reid (Portland), Mrs. Louise Simonetto (Dunsmuir)/**Sacramento,** Johnny B. Walker (Sacramento), Wayne Marriott (Ogden)/**San Joaquin,** Walter M. Williams (Bakersfield)/**Tucson,** H. V. Hixon (Tucson), John Alexander (El Paso/**Western,** Loretta Madison (San Jose), Florence McClure (Oakland)/**San Antonio,** Jerry DeGerolami/**Dallas,** Peggy Wiley/**Lafayette,** W. P. Reaux. HOUSTON AREA: **Engineering,** E. M. Wall/**Accounting,** Phillip E. Paul/**Houston General Shops,** Miss Edith Buescher. AFFILIATES: **Bankers Leasing Corp.,** Boston, Mass., E. F. McCulloch, Jr.

The Southern Pacific Bulletin is published monthly by the Public Relations Department for active and retired employes. Editorial Office: One Market St., San Francisco 94105; Mailing Office (for address changes, etc.): P.O. Box 2366, South San Francisco 94080.

These Rail Veterans

retired recently with a combined total of 900 years of loyal service. Our very best wishes to each of them for a long and happy retirement.

D. C. Lee, passenger train service clerk, Los Angeles, 44 years.

B. F. Test, steno-clerk, Ennis, Texas, 46 years.

W. L. Christian, freight carman, Sacramento General Shops, 40 years.

W. W. Sallach, head clerk, Revising Bureau, Houston Zone Accounting Office, 49 years.

Henry P. Salgado, electrician, Tucson, Ariz., 47 years.

M. Z. Harris, freight carman, Sacramento General Shops, 39 years.

L. J. Starr, chief clerk, Mechanical Dept., Los Angeles, 45 years.

Ervia Dronet, bridge tender, Mermentau, La., 35 years.

Alexander Cecchini, machinist, Sparks, Nevada, 51 years.

Joseph Wagner, roundhouse foreman, Tucson, Ariz., 48 years.

Verle Woods, electrician, Sacramento General Shops, 43 years.

Alton G. Beadle, B&B carpenter, Lafayette, La., 42 years.

F. J. Soubirou, PMT dispatcher, Los Angeles, 33 years.

A. P. Peirce, conductor, Tucson Division, 50 years.

Miss Dorothy M. Frank, control clerk, Equipment & Miscellaneous Accounts, San Francisco, 27 years.

Joel Smith, dining car cook, Houston, 44 years.

T. A. King, freight carman, Sacramento General Shops, 40 years.

Donald E. Cain, general yardmaster, Yuma, Ariz., 42 years.

Leon G. Garcia, MofW laborer, Tucson, 42 years.

E. L. Ashworth, B&B foreman, Dunsmuir, Calif., 43 years.

Lee Templin, locomotive engineer, Ennis, Texas, 45 years.